

INFORMATION REPORT

CD NO.

COUNTRY	East Germany	DATE DISTR.	1 December 1952
SUBJECT	Coal Stocks, Backlog of Loaded Cars and Park of Operational Railroad Cars of the East German Railroads	NO. OF PAGES	2
PLACE ACQUIRED	[REDACTED]	25X1	25X1
DATE OF INFO.	[REDACTED]	25X1	SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

25X1 1. Coal stocks and consumption of coal for operational use (in metric tons):
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Date in September	Hard Coal	Crude Brown Coal	Brown Coal Briquettes	Coke	Brown Coal Dust
Total Stocks 25	124,362	19,029	82,259	1,921	947
26	124,470	18,846	81,739	1,899	1,158
27)					
28)	125,204	19,063	77,907	1,888	1,157
29	122,901	2,700	70,624	-	1,134
30	127,755	18,777	76,789	1,864	1,140
Daily con- sumption 25	2,186	1,239	16,219	30	453
(2,101)	(217)	(15,082)	(-)	(453)	
26	2,204	1,049	15,804	22	324
(2,167)	(221)	(15,069)	(-)	(324)	
27)	4,449	1,552	30,205	23	986
28)	(4,415)	(557)	(29,145)	(-)	(986)
29	2,176	1,182	16,439	33	348
(2,105)	(247)	(15,165)	(-)	(348)	
30	2,486	1,140	16,557	29	287
(2,340)	(221)	(14,680)	(-)	(287)	

Note. The figures in parentheses refer to the coal consumed by locomotives.

2. Backlog of loaded cars:

Date in September	Poland and U.S.S.R.	Baltic Sea Ports	Interzonal Traffic	Ferry Traffic to Sweden	Total
25	121	-	2,209	31	2,361
26	170	-	2,957	24	3,151
27	282	-	3,397	53	3,732
28	253	-	2,919	52	3,254
29	14	-	3,962	66	2,042

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Date in September	Poland and U.S.S.R.	Baltic Sea Ports	Interzonal Traffic	Ferry Traffic to Sweden	Total
30	57	-	1,834	85	1,976

3. Park of operational railroad cars:

25 September	92,078 cars
26 "	92,340 "
27 "	93,161 "
28 "	93,138 "
29 "	93,451 "
30 "	94,449 "

 Comment. As compared with the last reported status of 24 September 1952, coal stocks continued to drop by 3,466 tons to a total of 226,305 tons. According to the present daily consumption quota of 18,400 tons, this reserve is adequate for 12.3 days' operations. Although total coal stocks decreased, hard coal stocks increased by 2,700 tons and now represent about 56 percent of the total coal stocks. The backlog of undispatched cars was 500 to 600 percent above the normal level, a situation, which was probably caused by Soviet troop movements and the beginning of harvest shipments. The park of operational railroad cars continued to increase.

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